

## DEATH IN HIS ORDER.

But Vice-Admiral Tryon Would Be Strictly Obeyed.

Victoria Disaster Not Due to Markham's Hesitation.

Detailed Stories of Survivors from the Fated Battle-Ship.

VALETTA, Malta, July 1.—Notwithstanding the efforts that are being made by the naval authorities here to prevent the survivors of the Victoria disaster from giving any information concerning the loss of the vessel, a United Press correspondent has succeeded in obtaining a full story covering all the details of the accident.

Most of the men seen decline for obvious reasons to have their names published, but the reliability of the interviews may be entirely depended upon.

A sub-officer who was attached to the Victoria says:

**THE FATAL ORDER.**

"The fleet was manoeuvring, when Vice-Admiral Tryon signalled to the First Division to turn sixteen points to port, and to the Second to turn sixteen points to starboard. The object of this manoeuvre was to bring the ships in position for anchoring."

Vice-Admiral Tryon either forgot or mistook the distance between the two columns, which were six cable lengths (3,600 feet) apart.

"The leading ships having turned towards each other in a circle, the diameter of which was three cable lengths (3,600 feet), a collision was inevitable."

The Camperdown struck the Victoria on the starboard side, midway between her catheads and the turret. When Rear-Admiral Markham saw his ship was bound to strike the Victoria he signalled for the Camperdown's engines to be reversed."

It was too late, however, to much check the Camperdown's headway, and she struck the Victoria a fearful blow. Not only did the ram of the Camperdown penetrate the flag-ship, but her fore-castle was shoved ten feet under the fore-castle of the Victoria."

**THE BUGLE ALARM.**

"A bugle call was sounded on the flag-ship calling all hands to their stations and the order given to close the water-tight doors in the bulkheads a minute before the collision occurred."

The Camperdown, however, was swinging rapidly towards the Victoria, and those on the flag-ship scarcely had time to reach the compartments before the vessels came together. Then the water rushing into the ship through several of the forward doors prevented access to those compartments."

"The officers who were in the ward-room felt the shock, which was tremendous and heard the sound of tearing iron and the rushing of the water inboard. A bugle sounded the collision alarm, but though everybody aboard the ship knew he was in imminent danger, there was not the slightest trace of a panic. Perfect discipline was maintained and every order was obeyed as

soon as it was given. The pumps were cleared and rigged for action, and Capt. Maurice Bourke, flag captain of the fleet, made an inspection to ascertain what bulkhead doors were closed. All hands were then ordered to fall in on the port side of the ship."

"The collision mat and boom were got out. An attempt was made to place the mat over the hole in the fore-castle, but it failed. While this was being done Commander Jellicoe was engaged in getting the boats out. The rapid and increasing list of the ship was making making this task a difficult one. The port side of the ship was crowded with men, their anxiety plainly showing in their countenances, but perfect order was maintained. The men who had been condemned to imprisonment were brought from the 'brig,' and the sick were conveyed from the hospital. One man, who had been below forward at the time of the collision, had both legs broken by being hit by the Camperdown's ram."

**THE GREAT SHIP'S PLUNGE.**

"The Victoria lay with a list of from twenty to twenty-five degrees for about twenty minutes. She was settling by the head at the time. Suddenly the water rushed through the main deck ports, and in less than ten minutes after the ship went down. In the last few minutes she heeled over with frightful rapidity, but, clutching stanchions and anything else that would hold them, the men clung on, no one attempting to leave the ship."

"Vice-Admiral Tryon saw that all hope was gone and gave the order: 'Jump! Save yourselves!'"

Then, and did the men break ranks. They climbed into the weather nettles, crying: 'She's going down!' and scrambled to get hold of something on the upper side of the ship."

**THOSE FATAL SCREW-BLADES.**

"The men who were in the stern above the port propeller, which was revolving rapidly, were when they jumped, forced to jump close to it. Some did not clear the blades and were instantly killed. Those still on the stern, seeing their fate, cried: 'Stop the engine, for God's sake!'"

This, of course, could not be done, as it was impossible, even had any one dared to enter the engine room. The sight of men meeting their death by being hit by the screw was a horrible one."

"Many who jumped went down beneath the water, but rose again. In the mean time the Victoria had turned bottom up, and in a few moments she plunged down, bow first, carrying with her many of the men who were still clinging to her, they having clambered towards her keel as she turned slowly over after getting down on her side."

"About four hundred got clear of the ship before she sank, but many of them were struck by floating wreckage afterwards and so injured that they drowned. The air that escaped from the ship as she went down caused anything that would float to come to the surface with tremendous force, and the men struck by the up-coming articles were in many instances never seen afterwards."

**A WHIRLPOOL OF DEATH.**

"For two hundred yards around the spot where the vessel sank the water was a seething mass, the men in it being whirled around half-choked and dashed against the wreckage for a minute or two. Among those who were killed by the propeller was Lieut. Philip N. Munro. Some of those who met their death

in this way were terribly mangled, and many legs and arms were seen floating in the water after the ship sank."

**LAST SEEN OF ADMIRAL TRYON.**

"When last seen Vice-Admiral Tryon was holding to the rail on the top of the chart-house. He did not have a single chance for his life. He could hardly have got down the ladder leading to the deck before his ship went down. He made no attempt to leave his post."

Capt. Bourke, who was saved, was on the forward bridge, below Vice-Admiral Tryon, when the Victoria sank. Lord Gifford, the flag lieutenant, had a wonderful escape from below amidships."

**SPLENDID BEHAVIOR OF THE MEN.**

"Nothing too high in praise of the behavior of the men can be said. They behaved magnificently. Their fate was met bravely. Their discipline and obedience were pathetic as they stood on the deck waiting for the word to abandon the ship. When in the water their actions were heroic. Men swam around helping others and many of them seemed to think more of rescuing their comrades than of saving their own lives."

"After the first few seconds following the disappearance of the ship there was no shouting or screaming, and those who died met their death silently. During the terrible half hour from the time of the collision until all had been saved the men were as calm as if they were on a peaceful sea. It was possible to rescue many acts of heroism and kindness were done and offered."

**ANOTHER OFFICER'S STORY.**

Another officer said: "At the moment of the crashing shock there was a rush for stations, then followed three minutes of suspense, the officers and crew waiting for orders on the upper deck."

At the last the Victoria gave a swift lurch to starboard as the ship rolled over, and then followed a terrible struggle to get hold of something to windward."

"These struggles, however, were in many cases futile owing to the rush of the water over the ship. The men were swept into the sea or carried down with the ship, which sank gradually by the bows. Then with a long, sickening roll she turned clear over and took her last downward plunge. The men who fell from the perpendicular deck to the sea were buried in the water when the ship rolled over."

**MARKHAM SAW THE ERROR.**

This officer stated that Rear-Admiral Markham saw that by following the order signalled from the flagship a collision was bound to occur, and made preparations accordingly. The signal for the formation desired by the Vice-Admiral was sent twice, but the Rear-Admiral disregarded it each time."

The Vice-Admiral then signalled: "Why are my orders not obeyed?"

Rear-Admiral Markham was then obliged to obey the order, and the collision resulted. The officer further said: "The engines of both vessels were reversed when the collision occurred. The ram of the Camperdown ran more than half way through the Victoria. After the collision the other ships of the fleet wanted to lower boats, and had started to do so, when Vice-Admiral Tryon signalled them to stop."

"The Vice-Admiral had come off the sick list the morning of the day of the disaster. The midshipmen were with the Vice-Admiral on the bridge for the purpose of seeing the evolutions of the fleet, and it was because of this fact that many of them were drowned."

Continuing, the officer said:

"The question is, could Rear-Admiral

Markham have carried out the evolution when Vice-Admiral Tryon first signalled, or was the danger caused by the Rear-Admiral waiting for the third signal? All those acquainted with the circumstances say the evolution could not have been performed without collision when the first two signals were given, and that no extra danger was incurred through the Rear-Admiral's delay in obeying the orders signalled to him."

Sixteen men, suffering from fractured arms or legs or other injuries, are in the naval hospital."

**ADMIRAL MARKHAM'S REPORT.**

The British Government keeps it a Dark Secret.

LONDON, July 1.—Important despatches have been received at the Admiralty office from Rear-Admiral Albert H. Markham in which it is said he places the blame for the disaster which befell the battleship Victoria where, in his opinion, it belongs.

The Admiralty officials refuse to divulge the contents of these telegrams to the press until after the court martial shall have been held at Portsmouth to ascertain every fact connected with the loss of the battleship.

Every effort is being made at Malta to keep in secret the survivors of the disaster who arrived there yesterday, and to prevent them from talking about the collision.

The Government will be questioned in the House of Commons on Monday as to the reasons for this attempt to maintain secrecy.

**CAPT. JONES SLAIN BY OUTLAWS.**

Tagan Ranger Shot While in Pursuit of Mexican Horse-Thieves.

SAN ANTONIO, Tex., July 1.—Great excitement was created throughout Texas yesterday over the killing of Capt. Frank Jones, of the Texas Rangers, by Mexican outlaws.

A despatch was received from a Yaleta stating that Capt. Jones and a detachment of rangers were in pursuit of a band of desperate Mexican horse thieves, when the thieves crossed over the Rio Grande into Mexico. A fight ensued in which Capt. Jones was killed.

Attachments of rangers and a posse of citizens have left Alpine Yaleta and other points to avenge their Captain's death and a bloody encounter is imminent.

Capt. Jones was one of the best known and most capable ranger officers in Texas.

A despatch from Fort Hancock, Tex., says that the outlaws are surrounded, and it is reported that no quarter will be given them.

**ASKED FOR INFORMATION.**

How the Intrepid Colonists First Met with the Sons of the Forest.

Having landed upon the shores of the New World the intrepid colonists proceeded at once to turn the stubborn glebe and take other steps looking to the establishment of a permanent residence, says the Detroit Tribune.

And the rain descended and the sun shone hotly, and the colonists reaped a great harvest of experience and other necessities of life in the wilderness.

To the little village there came one day a dozen of the forest. It was the first denizen that had called, and he naturally created a sensation.

The red man looked pained when he perceived the evidences of industry before him.

"How," he said,

"Just watch us and you'll see," rejoined several of the settlers.

Then the colonists with their posterity proceeded to wipe the aborigines from the face of the earth approximately.

Thus it comes to pass that the red man of to-day does not say "how."

He knows from experience without asking.

## IRISH-AMERICANS IN CAMP.

Caledonia Park, Newark, Thronged with Visiting Organizations.

Programme of Exercises to Be Held During the Four Days.

NEWARK, N. J., July 1.—The sixth annual encampment of the Irish-American Military Union began to-day in Caledonia Park. The camp has been named "Camp Columbus." To-day is being devoted to settling things to rights.

Major-Gen. W. F. Kelly, Commander-in-Chief of the Irish-American forces, is welcoming the various troops as they arrive from distant cities. The Emmet Guard, forty strong, arrived from Washington, D. C., at 8 o'clock this morning.

At 10 o'clock to-morrow morning the assembled troops will attend a "Military High Mass" in the open air. The celebrant will be the Rev. M. J. Holland, and the sermon will be preached by the Chaplain, Gen. J. A. Fanning.

General routine camp work will be observed until 2:30 o'clock in the afternoon. Then the troops will be formally welcomed to the city by Mayor Haynes.

Following the Mayor there will be speeches by Augustus J. Costello, of New York; John F. Dunn, of Elizabeth; Rev. J. A. Fanning, of this city; John Henry McCarthy, of New York, and Maurice Withers, of Philadelphia.

Monday will be devoted to camp duties. In the morning the troops will be addressed by the Hon. Thomas Sexton, M. P., of Ireland, and other prominent speakers.

On July 4 the anniversary of the independence of America will be observed with a salute of forty-four guns fired at sunrise. The parade on that day will be a feature of the encampment.

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**PARSONS'S GIFT TO WEST LENOX.**

Memorial to Helen Reed Parsons Dedicated To-day.

PITTSFIELD, Mass., July 1.—A handsome new memorial chapel, presented to the town of West Lenox by John E. Parsons, of New York, was dedicated yesterday with interesting services. The forenoon service was in memory of Helen Reed Parsons, daughter of the donor. There was a large attendance of Lenox Summer residents and people of this city and New Lenox.

The sermon was preached by Rev. Arthur Brooks, of the Church of the Incarnation, New York.

The chapel is a handsome structure, built of native granite. The interior being finished with oak, buff brick walls and tiled floors. The structure is completely equipped and is designed for the use of all denominations.

**Woman Hit on the Head with a Stone.**

Henry Wolf, twenty-one years old, of 144 Eldridge street, was held for trial by Justice Ryan at Essex Market Court to-day. Mrs. Esther Strat, of 133 Avenue H, visited her mother at 144 Eldridge street yesterday, and on her return she was struck upon the head by a stone thrown by Wolf, receiving a painful wound.

## HEALTH OFFICIALS DON'T CARE.

Quarantined Children Might Starve in Brooklyn.

Here's Another Case of Negligence by the Department.

The four little children of Mrs. Henry Sewell, who were left to starve in their quarantined house on Glenmore avenue, near Hindsdale street, Brooklyn, through the neglect of the Brooklyn Board of Health, were this morning in charge of their uncle, Mrs. Sewell's brother, who came from Middletown, Conn., to care for the little ones.

On Monday Mrs. Sewell was removed to the Hospital for Contagious Diseases at Flatbush suffering with small-pox. She took her babe with her and left the other children to be cared for by their drunken father.

After furnishing the house and quarantining it Dr. Griffin learned health inspectors left. The father went off on a spree, leaving the little ones without food for two days.

The neighbors reported the case to Police Capt. Gorman, but until the Society for the Prevention of Cruelty to Children interfered the little ones were left unassisted by the Health Department and the police.

When Dr. Baker, of the Health Board, was seen by an "Evening World" reporter this morning and asked why the quarantined house he said:

"Do you think we keep a boarding-house for paupers? We've received no report about the case and we don't propose to investigate it. We've got something else to do."

As Dr. Baker finished the self-satisfactory remarks he wiped perspiration from his forehead with his sleeve and moved his 200 pounds of flesh to another room.

This is not the first case of negligence on the part of the health inspectors who quarantine houses where small-pox is rampant.

Since Dr. Griffin's inspectors left twenty-four adults and ten small children without food for six days in the quarantined house 155 Prospect street, and then refused to allow a wagon load of provisions sent by "The Evening World" to be delivered, similar complaints have been received, all demonstrating the inefficiency of the Health Commissioner or his deputies.

**No Sunday Show on the Roof.**

The roof garden of the American Theatre will not be open to-morrow night. Manager French, who returned from Chicago yesterday, came to the conclusion that his patrons were of the class who did not patronize Sunday evening performances, so he determined to discontinue them at the American.

**Young Mothers!**

We Offer You a Remedy which Insures Safety to Life of Mother and Child.

**"MOTHER'S FRIEND"**

Robs Confinement of its Pain, Horror and Risk.

After using one bottle of "Mother's Friend" I suffered but little pain, and did not experience that weakness after my trial, in such cases—Mrs. ANNE T. LANE, Lamar, Mo., Jan. 18, 1891.

Sent by express, charges prepaid, on receipt of price, \$1.50 per bottle. Book to Mothers mailed free.

**BRADFORD REGULATOR CO.,**

ATLANTA, GA.

SOLD BY ALL DRUGGISTS.

## CYCLING EVENTS JULY 3 AND 4.

Ambitious Scope of the National Association's Contests.

Great Interest Taken by Leading Star Riders of the Country.

Wheelmen throughout the world will watch the inaugural race of the National Cycling Association at Manhattan Field July 3 and 4 with peculiar interest.

The events on each day will begin at 8:30 P. M. and will be preceded by a concert by the Catholic Protectors Band of sixty pieces. The track has been put in special condition for these races, the turn at the 200-yard mark being raised up and the danger previously existing at that point has thus been avoided.

N. S. Kauffman, champion trick rider of the world, has been especially engaged to give one of his unique exhibitions, and his performance will precede the first race on each day. Kauffman has just returned from Europe with Arthur Zimmerman, and the latter, by the way, has accepted an invitation to occupy one of the grand stand boxes as the special guest of the Association.

**HARRY C. WHEELER, NEW YORK.**

"They will be the initial contests in the new cash-prize league, and already it has been told by persons as eminent in authority as Arthur Zimmerman that once the 'bikers' of the old country are convinced that the winners will receive their cash as soon as it is won they will flock over here in shoals to pluck, if they can, a few of the perquisites. President P. T. Powers, of the New York Cycling Association, which is in charge of the Manhattan Field races next week, is sanguine that both days will be eminently successful, and demonstrate beyond cavil that the new league is in the field to stay."

The entries have been made in generous numbers, and they are now in Secretary Egan's hands, having been passed on by Handicapper A. W. Merrihue.

Among the more prominent wheelmen who will contest are William A. Rowe, who holds the world's records for from two to twenty-two miles; Peter J. Berio, with a record of 2m. 18s. for a mile; Charles Price, Milwaukee, one of the crack riders of the West, who once defeated Johnson; Henry C. Wheeler, who defeated Zimmerman and Johnson this year; Charles Dornitz, champion of Western New York; Charles Kluge, W. F. Gaele, of Niagara Falls, who

Sterling Elliott's new electric chronograph to be used in timing the races is being put into position to-day. It stands about 7 feet high and is feet long and registers time to the sixteenth part of a second, showing the first man at the finish and his time in every race. Following is the complete programme of the races and the prizes:

**JULY 3.**

One-fourth Mile Scratch (heats 2 in 3)—Purse \$200—\$100 to the winner, \$50 to second, \$30 to third and \$20 to fourth man.

One-half Mile Handicap—Purse \$200—\$100 to the winner, \$50 to second, \$30 to third and \$20 to fourth man.

One Mile Scratch (heats 2 in 3)—Purse \$200—\$100 to the winner, \$50 to second, \$30 to third and \$20 to fourth man.

Two-Mile Handicap—Purse \$250—\$100 to the winner, \$50 to second, \$30 to third and \$20 to fourth man.

**JULY 4.**

One Mile Scratch (heats 2 in 3), for non-winners first day and men who have never won a track race—Purse \$150—\$75 to the winner, \$30 to second, \$25 to third and \$20 to fourth man.

One-half Mile Scratch (heats 2 in 3)—Purse \$200—\$100 to the winner, \$50 to second, \$30 to third and \$20 to fourth man.

One Mile Fourth of July Handicap—Purse \$1,000—\$500 to the winner, \$250 to second, \$125 to third, \$75 to fourth and \$50 to fifth man.

Ten-Mile Scratch—Purse \$250—\$125 to the winner, \$50 to second, \$40 to third and \$25 to fourth man.

hour champions: Tom Roe, of Chicago, a famous long-distance man; W. W. Taxis, fast for a mile, and Horace Crocker, a member of the famous American team that raced in England in 1888.



CHARLES DORNITZ, BUFFALO.

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